

EXECUTIVE SUMMARY

OVERALL PROJECT SUMMARY

The purpose of this Environmental Impact Report (EIR) is to address the potential environmental impacts associated with the implementation of the PlumpJack Squaw Valley Inn Expansion project. Encompassing approximately 3.2 acres, the project applicant proposes to prepare the project site for the construction of multifamily residential units.

This EIR is being prepared as a Project EIR in accordance with Section 15161 of CEQA. This type of EIR focuses primarily on the changes in the environment that would result from the development project. The EIR also examines all phases of the project, including planning, construction, and operations.

The proposed project is to expand the existing PlumpJack Squaw Valley Inn by constructing a new building, which will include 34 multi-family residential units, 28 lockout units, underground and street level parking, foyer/lobby area, exercise room, and a game room. The 34 units will be broken down into fourteen 2-bedroom flats, fourteen 3-bedroom flats, and six 3-bedroom townhouses.

The project is located behind the existing building along Squaw Peak Road. This structure will be six stories (including Mezzanine level) above ground at its highest point, the majority of the building being five stories, with parking located 8 feet below grade at its lowest point. Additional improvements include drainage facilities, utility relocations and improvements, underground and surface parking, bank stabilization along a portion of Squaw Creek, as well as landscaping and pedestrian walkways along the frontage of the project. Bank stabilization measures include grading of the slope to the pre-existing condition and then revegetation of the slope. Improvements to driveway entrances along Squaw Peak Road are also proposed.

The project will require review by the Planning Department for the purpose of obtaining a Conditional Use Permit, Tentative Map, Variance approval, and Design Review approval. Other permits and approvals will also be required prior to construction and occupation.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

A number of environmental issue areas will be affected by the proposed expansion of the PlumpJack facility. The impacts and mitigation measures are briefly summarized below:

Land Use. The proposed expansion is consistent with the *Village Commercial* designation indicated in the Squaw Valley General Plan and Land Use Ordinance. A variance is proposed to reduce setback distances. The project is also consistent with the Planned Development building requirements, and General Plan land use policies. No mitigation measures are required.

Geophysical Resources. The project will be exposed to the potential geotechnical and soil effects common to this region of the Sierra Nevada. Conventional mitigation measures are proposed to prevent significant hazards from seismic activity and unstable soil and slope conditions.

Water Resources. The project will involve some disturbance within the 100-year floodplain. This is needed to stabilize the existing bank along Squaw Creek and provide protection from creek flooding. On-site drainage conditions will be slightly modified to accommodate the new facilities. An existing basin will be replaced with new basins and the storm drainage system adjusted accordingly. Off-site drainage conditions will remain unaffected. Conventional erosion control measures will be required. Stormwater will be collected on-site and discharged into the drainage system. The basins will have an impervious lining that prevents untreated runoff from percolating into the groundwater. Standard water quality measures are required to mitigate water quality during construction and over the long-term.

Biological Resources. The project will have a minimal effect on adjacent biological resources. Most of the proposed development area has been disturbed and has very little biological value. As proposed, project improvements and grading do not encroach into waters subject to resources agency jurisdiction. If the project encroaches into jurisdiction waters, the appropriate agency permits would be required. Accordingly, the design plans will be required to indicate the ordinary high water mark.

Noise. Noise levels in the project vicinity are affected by traffic noise, and by resort-related stationary noise sources (snow making facilities and maintenance). Of these sources, only the maintenance-related noise sources, which could be generated by the project, are expected to have an impact. Traffic-related noise is not an issue due to the low volumes generated by the project. Construction noise could also have a short-term effect on adjacent receptors. Conventional construction techniques should provide adequate attenuation for project residents. Standard construction-related measures, including time of construction, will reduce the effects from construction noise.

Air Quality. The project improvements are not expected to have any significant air quality effects from short-term construction or long-range operations. Mitigation measures will be required to mitigate cumulative project impacts.

Visual/Aesthetics. Project improvements will introduce development into an area that is already developed with similar architecture and building intensity. A six-story building will have an adverse effect on short-term views from adjacent residential vantages. Mitigation measures are not available.

Cultural Resources. While cultural resources are present within the Squaw Valley area, in light of previous on-site disturbances, the likelihood of project improvements affecting unknown resources is low. To ensure protection of unknown resources, monitoring during construction will be required.

Hazardous Materials. Project improvements are not expected to create hazardous conditions from hazardous materials usage or hazardous waste generation. Prior contamination of groundwater resources has occurred and efforts have been in place to address the contamination. Should contamination of soils be exposed during construction, measures are required to stop construction and coordinate with the Regional Board, and/or remove and dispose contaminated soils.

Housing/Population/Socioeconomics. The project expansion will add six new employees to the existing PlumpJack staff. To comply with affordable housing requirements, the applicant will be required to pay in-lieu fees, consistent with the Placer County General Plan policies on affordable housing, to offset the project-generated housing demand.

Utilities. Minor impacts associated with the relocation of existing utilities are anticipated. From extensive groundwater modeling, it has been determined that the existing irrigation well present on the project site can be converted to a potable well source, and water can be supplied to accommodate project demand with no impact to water resources. Should the newly developed resources become available to off-site uses (i.e., non-PlumpJack uses) to enhance the overall water system in Squaw Valley, no impacts are expected provided the operations are managed during drought conditions in coordination with system-wide operations.

Transportation/Circulation. Under both existing and future cumulative conditions (without project), levels of service at certain intersection and roadway locations will exceed the County defined policies as a result of high traffic demand. The project will have an adverse effect on these conditions, both as a result of the project and from cumulative conditions (with project) which cannot be mitigated to less than significant levels. Mitigation is required to manage traffic conditions both during the winter season and year round. Metering of eastbound right turn lane movements the Squaw Valley Road/SR-89 intersection will be required. A significant traffic impact will remain that cannot be completely mitigated.

Public Services. Public services will not be significantly affected by the proposed project due to the low number of residential units planned in the expansion. Provisions will be required to adequately accommodate fire and emergency access.

POTENTIAL AREAS OF CONTROVERSY

A few areas of controversy are associated with the proposed improvements. These are summarized as follows:

- **Water Resources.** The proposed project expansion will increase the demand for potable water. Under present conditions, a long-term supply of potable water does not exist in Squaw Valley as required to serve the expansion and other future uses. The project applicant is exploring the potential conversion of an existing irrigation well on the project site to a potable well source. To serve the expansion, and potentially, other water needs in Squaw Valley, the quantity of groundwater currently allocated for irrigation use must be increased. The additional water required puts pressure on the aquifer supplies, potentially affecting the natural processes for surface and subsurface water resources. Additional draw-down of the aquifer could affect stream flows in Squaw Creek.
- **Visual/Aesthetics.** Proposed improvements introduce a six-story building on lands that are currently vacant. The proposed structure has been designed to complement the architecture common to Squaw Valley. Adjacent developed conditions share in similar architecture, design and intensity. Views from adjacent near-term vantages will be affected by the proposed building.
- **Housing.** Proposed project features will require an increase in staff employed at the existing PlumpJack Squaw Valley Inn. An increase in employees will have an affect on housing supplies and affordability.
- **Traffic.** Existing and cumulative forecast traffic conditions reflect levels of service at certain locations and intersections in the Squaw Valley area that exceed the County's policies. By adding new project-related traffic, the future traffic conditions are expected to further deteriorate.

UNAVOIDABLE ADVERSE IMPACTS

Except for project impacts relating to traffic conditions and visual/aesthetics, all other impacts can be mitigated to levels less than significant. For traffic impacts, project impacts are expected for both near-term and cumulative conditions on local intersections and roadway segments. Project related impacts are anticipated for Squaw Valley Road/Chamonix Place intersection. Cumulative plus project conditions will adversely impact the Squaw Valley Road/SR-89 intersection. Likewise, Cumulative plus project impacts are anticipated for SR-89 north of the Squaw Valley Road intersection. Impacts from constructing six-story residential structures will adversely effect views from adjacent residential uses.

PROJECT ALTERNATIVES

In addition to the No Project alternative, this EIR evaluates an alternative with reduced intensity (50 percent fewer units) and an alternative with a different use (commercial use). Neither development-related alternative can eliminate the significant traffic or visual impacts associated with the project.

SUMMARY TABLE

Table S.A. presents the summary of impacts, mitigation measures, and levels of significance.

Table S.A CEQA Summary of Potential Impacts from the Project

Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
3.1 LAND USE			
Impact LU-1: Project will require a setback variance.	LTS	None required.	LTS
Impact LU-2: Project is considered consistent with Existing General Plan Policies.	LTS	None required.	LTS
3.2 GEOPHYSICAL RESOURCES			
Impact GEO-1: Site soils encountered in the field investigation generally consisted of a surface layer of loose to medium dense granular fill over loose to dense silty sands. Due to loose soils near subsurface conditions, the use of conventional shallow foundations for building support without prior ground modification will be unlikely.	PS	Mitigation Measure GEO-1a: Site preparation and grading should conform to requirements contained in the Preliminary Geotechnical Report which is attached as Appendix B of this study. The report includes information on site preparation, excavation, compacted fill, utility trench benching and backfill, subsurface drainage, aggregate base for concrete slabs, subgrade and aggregate base for paved areas, and asphalt concrete pavement.	LTS/M
		Mitigation Measure GEO-1b: Where fill is necessary, materials should meet the gradation and plasticity requirements listed for "structural fill" in Appendix B of the Preliminary Geotechnical Report in Appendix B. All materials used for structure fill shall be reasonably free of organic material, have a liquid limit less than 25, a plasticity index less than 12, 100% passing the 6-inch sieve, and less than 25 passing the No. 200 sieve.	
		Mitigation Measure GEO-1c: Foundations should be designed according to the Final Geotechnical Report to be prepared prior to design approval.	
		Mitigation Measure GEO-1d: Building will be constructed to UBC standards.	

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Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
<p>Impact GEO-2: Excavation for the project may encounter groundwater.</p> <p>Mitigation Measure GEO-1e: The Preliminary Geotechnical Report includes preliminary recommendations for deep foundations (driven precast concrete piles or concrete filled steel piles) founded at approximately 35 feet below existing grade. However, other options including ground modification techniques such as vibroflotation columns, should be considered once structural loads are determined.</p> <p>Mitigation Measure GEO-2a: Groundwater is not anticipated to affect the proposed underground parking structure provided that floor excavations extend no deeper than ten feet below existing grade. Excavations extending below 10 feet will require a subsurface perimeter drainage system to collect and direct water away from basement walls and foundations and waterproofing applied to the basement walls to limit groundwater infiltration during seasonal highs.</p> <p>Mitigation Measure GEO-2b: Excavation should be performed between May 1 and October 15 of the construction year and should stop during periods of precipitation.</p> <p>Mitigation Measure GEO-2c: Temporary BMPs should be in place during construction periods and during winter months around unstable areas.</p> <p>Mitigation Measure GEO-2d: Foundations should be designed according to the Final Geotechnical Report to be prepared prior to design approval.</p> <p>Mitigation Measure GEO-2e: Final elevations at the site will be planned so that drainage is directed away from all foundations.</p> <p>Mitigation Measure GEO-2f: A stormwater drainage system is proposed to mitigate impacts to surface water.</p>	<p>PS</p> <p>LTS</p>		

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Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
Impact GEO-3: Site soils above ten feet are relatively dry and cohesionless.	PS	Mitigation Measure GEO-3a: Excavations in these materials will need to be properly shored or sloped back to reduce caving and/or sloughing.	LTSM
Impact GEO-4: Site grading may create unstable slopes.	PS	Implementation of the above listed mitigation measure would reduce impacts associated with the soil type to a less than significant level (Significance criteria GEO-b).	LTSM
Impact GEO-5: The site is likely to be subjected to ground shaking from nearby or distant active faults.	PS	Mitigation Measure GEO-4a: Open slope excavation for parking should be excavated at a maximum short-term allowable slope of 1-1/2:1 H:V.	LTSM

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Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
Impact FC-1: Project proposes some disturbance within the 100-year floodplain.	PS	Mitigation Measure GEO-5b: Where fill is necessary, materials should meet the gradation and plasticity requirements listed for “structural fill” of the Preliminary Geotechnical Report in Appendix B.	LTS defense
Impact FC-2: Project area's close proximity to the 100-year floodplain may cause impacts from grading and construction.	PS	Mitigation Measure FC-1a: All proposed disturbance within the 100-year floodplain is for the sole purposes to reduce erosion potential to Squaw Creek. The area will be revegetated and stabilized to prevent future erosion problems from this area.	LTS defense
Impact FC-3: The construction of the proposed project will require grading and construction of drainage facilities. These types of facilities have the potential to alter existing runoff patterns. Excavation could potentially intercept groundwater.	PS	Mitigation Measure FC-2a: Provide drainage attenuation facilities that will result in post project outflows that are reasonably the same as pre-project outflows for the 2, 10, 25, and 100-year storm.	LTS defense
		Mitigation Measure FC-2b: Stabilize a portion of the bank north of the proposed project to reduce or mitigate existing sources of erosion or water pollution or to restore the functional value to previously disturbed floodplain areas.	LTS defense
		Mitigation Measure FC-3a: Grading deeper than 10' shall require a subsurface perimeter drainage system to collect and direct water away from basement walls and foundations.	LTS defense

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Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
<p>Impact WQ-1: Untreated stormwater runoff from increased impervious surfaces could impact water resources.</p>	<p>PS</p>	<p>Mitigation Measure FC-3b: Drainage within the parking structure will be collected in floor drains and discharged to the sanitary sewer.</p> <p>Mitigation Measure WQ-1a: Design a drainage system that includes a detention basin (lined with an impervious clay admixture soil layer in order to deter infiltration of stormwater into the drinking water aquifer), storm water filtration facilities, and stormwater conveyance to catch and treat stormwater in accordance with RWQCB and Placer County standards prior to being discharged to Squaw Creek.</p> <p>Mitigation Measure WQ-1b: Provide drainage facilities that minimize drainage concentration.</p> <p>Mitigation Measure WQ-1c: Provide energy dissipaters at all points where drainage becomes concentrated.</p> <p>Mitigation Measure WQ-1d: All construction sites shall be winterized by October 16 until April 30 to reduce the water quality impacts associated with winter weather as follows:</p> <p>For the sites that will be inactive between October 16 and April 30:</p> <ul style="list-style-type: none"> • Temporary erosion controls shall be installed; • Temporary vegetation protection fencing shall be installed; • Disturbed areas shall be stabilized; • Onsite construction slash and debris shall be cleaned up and removed; • Where feasible, mechanical stabilization and drainage improvements shall be installed; and • Spoil piles shall be removed from the site. 	<p>LTS</p>

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Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures CEQA Level of Significance with Mitigation
<p>Impact WQ-2: Water quality may be impacted during construction and grading activities. This is especially true of this project due to its close proximity to Squaw Creek.</p>	<p>PS</p>	<p>For sites that will be active between October 16 and April 30, in addition to the above requirements:</p> <ul style="list-style-type: none"> • Permanent mechanical erosion control devices shall be installed, including paving of driveway and parking areas to provide staging areas; and • Parking of vehicles and storage of building materials shall be restricted to paved areas. <p>Mitigation Measure WQ-2a: Grading is prohibited any time of the year during periods of precipitation and for the resulting period when the site is covered with snow, or is in a saturated, muddy, or unstable condition.</p> <p>Mitigation Measure WQ-2b: All material obtained from any excavation work that is not contained within foundations, retaining walls, or by other methods shall be removed from the subject parcel and disposed of.</p> <p>Mitigation Measure WQ-2c: Replanting of all exposed surfaces, in accordance with the revegetation and slope stabilization plan, shall be accomplished within the first growing season following disturbance, unless an approved construction/inspection schedule establishes otherwise.</p> <p>Mitigation Measure WQ-2d: Soil and construction material shall not be tracked off the construction site. Grading operations shall cease in the event that a danger of violating this condition exists. The site shall be cleaned up and road right-of-way swept clean when necessary.</p> <p>Mitigation Measure WQ-2e: Keep the depth of cuts and fills to the minimum possible.</p>

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Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
		Mitigation Measure WQ-2f: During grading and construction, environmental protection devices such as erosion control devices, dust control, and vegetation protection barriers shall be maintained.	
		Mitigation Measure WQ-2g: Loose soil mounds or surfaces shall be protected from wind or water erosion by being appropriately covered when construction is not active.	
		Mitigation Measure WQ-2h: Excavated material shall be stored upgrade from the excavated areas to the extent possible.	
		Mitigation Measure WQ-2i: Only equipment of a size and type that, under prevailing site conditions, and considering the nature of the work to be performed, will do the least amount of damage to the environment shall be used.	
		Mitigation Measure WQ-2j: No washing of vehicles or construction equipment, including cement mixers, shall be permitted anywhere in the subject property.	
		Mitigation Measure BR-1: Prior to project construction, the applicant shall consider the following measures.	
		1. Disturbance to the bank of Squaw Creek will be minimized to the maximum extent possible. 2. Construction activities associated with the bank stabilization will be conducted between May 1 and October 15. This window may be adjusted based on current weather patterns at the time of construction (e.g., late season rainfall could postpone the start date, etc.). 3. No work will be conducted within the live stream of Squaw Creek.	
		4. Standard Best Management Practices (BMPs) will be implemented during construction to avoid and minimize erosion	

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<p>Impact BR-2: Potential increased demand on aquifer from well conversion may impact Squaw Creek and the Lahontan Cutthroat Trout.</p> <p>3.5 NOISE</p> <p>Impact N-1: Operation of project-related facilities could generate stationary-source noise impacts at the nearby off-site land uses. Proposed project land uses would be exposed to existing noise sources in the project vicinity, particularly those associated with ski resort maintenance (e.g., snowmaking).</p>	LTS	<p>None required.</p>	<p>and siltation into Squaw Creek.</p> <p>5. Permits will be obtained from the Corps, RWQCB, and CDFG prior to a grading permit being issued for the project.</p>
<p>Impact N-2: Noise from project-related construction activities would cause temporary disturbance at both nearby off-site residential land uses and within project structures build during early project phases that would already be occupied before subsequent construction phases are completed.</p>	PS	<p>Mitigation Measure N-1: The project applicant shall use conventional construction materials and techniques to ensure interior noise levels are 45 dBA Ldn or lower. This shall include such techniques as dual paned windows and a minimum of R-13 insulation on exterior walls to help reduce the effects of outside noise.</p>	<p>LTS</p> <p>Mitigation Measure N-2: Construction contracts shall include the following measures to reduce noise levels during construction activities:</p> <ul style="list-style-type: none"> a) Noisy construction activities (mobile and/or stationary equipment that use internal combustion engines, pneumatic tools, blasting, pile driving) shall not be conducted on weekends, between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, and/or during weeks preceding and following the Memorial and Labor Day Weekends, as well as the week of the Fourth of July (some construction activity would be allowed providing it is not noisy). b) All construction equipment using internal combustion engines shall be in proper tune. c) Stationary equipment shall be sited 200 to 400 feet from sensitive receptors, if feasible.

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	<p>d) Near-surface blasting or impact pile driving shall be avoided to the extent feasible wherever quieter, technically feasible alternatives are available (e.g., pre-auguring or use of vibratory pile drivers).</p> <p>e) Before the beginning of each construction season, the construction contractor shall provide written advanced notification to the operators of all potentially affected off-site noise-sensitive land uses, as well as project residents and store owners, about the general anticipated schedule for construction during that season.</p> <p>f) Before performing any particularly noisy activities (e.g., blasting and/or impact pile driving), notice shall be provided to all residences and businesses located within a 200-foot radius of the project site. Notices shall include specific information about the expected timing of these activities. The construction contractor shall show reasonable flexibility in accommodating affected parties if there are specific, relatively brief time periods of which a major affected party would like to avoid noise disturbance (e.g., due to previously scheduled events), as long as such flexibility does not substantially interfere with the construction project.</p> <p>g) During the ski season, construction-related truck traffic shall be limited to after 10:00 a.m. and before 3:00 p.m. during weekend days or any holiday weekends that include either a Friday or a Monday. Truck traffic shall not be allowed between the hours of 7:00 a.m. to 10:00 a.m. and between 3:00 p.m. and 5:30 p.m.</p>		

3.6 AIR QUALITY

Impact AQ-1: The proposed project could result in potentially significant air quality impacts from motor vehicles and on-site sources.

Operational Emissions

Mitigation Measure AQ-1:

- The applicant shall submit to the PCAPCD and receive approval of a Construction Emission/Dust Control Plan

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		<p>prior to groundbreaking.</p> <ul style="list-style-type: none"> • The project shall provide a plan for approval by the PCAPCD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after treatment products, and/or other options as they become available. • Wet broom or wash streets if silt is carried over to adjacent public thoroughfares. • An operational water truck shall be onsite at all times. Apply water as needed to comply with PCAPCD Rule 228 Fugitive Dust. • No open burning of material during construction of operation of the project. <p>The project shall implement an offsite mitigation program, coordinated through the PCAPCD, to offset the project's long-term ozone precursor emissions. In lieu of each individual project implementing its own offsite mitigation program, an applicant can choose to pay an equivalent amount of money into the PCAPCD's Air Quality Mitigation Fund. The PCAPCD provides monetary incentives to sources of air pollutant emissions within the projects general vicinities that are not required by law to reduce their emissions. Therefore, the emission reductions are real, quantifiable and provide long term emission reductions. The offsite mitigation program has been implemented by a number of projects in Placer County and is considered a feasible mitigation measure for this project to implement.</p> <ul style="list-style-type: none"> • No solid fuel fireplaces/wood burning appliances shall be permitted.

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<i>Recommended Measures</i>			
		<p>AQ-2: Twice daily watering of disturbed surfaces to minimize fugitive dust and proper maintenance of construction vehicles and equipment to comply with PCAPCD Rule 228.</p> <p>AQ-3: Asphalt and architectural coatings that comply with PCAPCD Rules 217 and 218, respectively, will be used to minimize ROG emissions.</p>	
3.7 VISUAL/AESTHETICS	Impact VIS-1: Construction of the six story residential structure could substantially alter and/or obstruct from existing residential development.	PS None available.	S <p>Mitigation Measure CR-1: A qualified archaeological monitor shall be present for all ground disturbing activities that involve selected areas with the highest potential cultural sensitivity (e.g., Squaw Creek vicinity). The remaining portions of the project site would not require a monitor.</p> <p>Mitigation Measure CR-1b: During grading of other invasive site construction activities, the contractor shall comply with Section 7050.5 of the California Health and Safety Code which states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority. If human remains are encountered, work should halt within 50 feet of the find and the County Coroner notified immediately. The contractor shall also immediately notify the Placer County Community Development</p>
3.8 CULTURAL	Impact CR-1: Implementation of the proposed project could potentially impact unknown pre-historic/historic cultural resources.	PS	LTSM <p>Mitigation Measure CR-1: During grading of other invasive site construction activities, the contractor shall comply with Section 7050.5 of the California Health and Safety Code which states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined whether or not the remains are subject to the coroner's authority. If human remains are encountered, work should halt within 50 feet of the find and the County Coroner notified immediately. The contractor shall also immediately notify the Placer County Community Development</p>

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		<p>Director. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission with 24 hours of this identification. The Native American Heritage Commission will identify a Native American Most Likely Descendent (Washoe Tribe representative) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.</p>	<p>Mitigation Measure CR-1c: During construction, if deposits of prehistoric or historical materials are encountered, all work shall halt within 50 feet until an archaeologist can evaluate the findings and make recommendations. The contractor shall immediately notify the Placer County Community Development Director. Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, or quartzite toolmaking debris; cultural darkened soil (i.e., midden soil often containing heat affected rock, ash and charcoal, shellfish remains, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Historical materials might include wood, stone, concrete, or adobe footings, walls and other structural remains, filled wells or privies, and deposits of wood, metal, glass, ceramics, and other refuse.</p>
		<p>3.9 HAZARDOUS MATERIALS</p> <p>Impact HAZ-1: Grading activities may expose diesel and heating oil contamination in soil and/or groundwater.</p>	<p>PS</p> <p>Mitigation Measure HAZ-1a: If it is determined that contamination is present, the contractor will immediately stop construction and contact the Lahontan Regional Water Quality Control Board. The Regional Board may request an action plan be submitted and may impose conditions of approval.</p> <p>Mitigation Measure HAZ-1b: If contaminated soil is present in the project area, it will be removed to non-detect levels and disposed of or treated to acceptable levels according to California and Nevada State law if applicable and Placer County requirements.</p>

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3.10 HOUSING/POPULATION/SOCIOECONOMICS			
Impact HPS-1: The project will increase the need for affordable housing.	PS	Mitigation Measure HPS-1a: Pay in lieu of fees to Placer County for the purpose of helping to develop employee and/or affordable housing in the area.	LTSM
3.11 UTILITIES			
Impact WAT-1: Increased demand on water service may impact supplies or facilities. Squaw Valley Public Service District does not have facilities available to serve this project.	PS	Mitigation Measure WAT-1a: Will serve letters will be obtained from Squaw Valley Public Service District once they receive ownership of the well prior to construction. Mitigation Measure WAT-1b: Development fees will be paid by developer prior to construction.	LTSM
Impact WAT-2: Existing water lines located at the rear of the property will not be accessible once the project is constructed.	PS	Mitigation Measure WAT-2a: Water lines will be relocated to Squaw Peak Road.	LTSM
Impact WW-1: Existing sewer lines located at the rear of the property will not be accessible once the project is constructed.	PS	Mitigation Measure WW-1a: The existing sewer line will be relocated to Squaw Peak Road.	LTSM
3.12 TRANSPORTATION AND CIRCULATION			
Impact TRANS-1: The intersection of State Route 89 and Squaw Valley Road is expected to operate at LOS E during the winter PM peak hour in Year 2010. The average delay per vehicle is estimated to be 55.7 seconds. Development within the valley increases the total delay at this intersection, resulting in episodic queuing along Squaw Valley Road caused by a combination of high traffic demand exiting the Squaw Valley USA ski area and limited roadway capacity at the merge points on the Highway 89 northbound and southbound departure legs of the Squaw Valley Road/Highway 89 intersection.	PS	Mitigation Measure TRANS-1: The following measures shall be implemented to reduce impacts as a result of the project: Winter Only <ul style="list-style-type: none">• Schedule Guest Activities to not conflict with peak traffic demand periods. The management of Squaw Valley Inn shall schedule activities such as guest arrivals/departures and recreational trips outside of Squaw Valley to times other than the PM peak demand period. Additionally, the management shall provide an information/education program to inform guests of the potential delays and congestion during peak traffic periods to	S

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Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
		<p>Year Round</p> <ul style="list-style-type: none"> Provide Employee Shift Changes Outside of the Peak Hour Periods. The management of Squaw Valley Inn shall schedule employee shift begin and end times so as not to coincide with peak entering or exiting time periods at the Squaw Valley Ski Area during peak demand periods. <p>discourage automobile trips during this period.</p> <ul style="list-style-type: none"> Provide Transit and Ridesharing Alternatives for Employees. The management of Squaw Valley Inn shall promote rideshare programs that match employees who would carpool with the same work shift times to make carpooling a more viable option. This program shall also consist of employer reimbursement of transit fares for any employees who use the TART system and Squaw Valley shuttles to access the work site. Provide Transit Alternatives for Guests. The management of Squaw Valley Inn shall provide promotional literature to guests regarding availability of public transit service, the provision of private shuttle services in Squaw Valley and the Lake Tahoe and Truckee areas and offering transit fare reimbursement to guests who use these services. 	

Impact TRANS-2: Roadway segment LOS of State Route 89 would exceed Placer County LOS standards in future cumulative conditions.

Refer to measures TRANS-1a and TRANS-1b.

PS

S

Mitigation Measure TRANS-1b. This project is subject to payment of traffic impact fees as prescribed by the Placer County Road Network Traffic Limitation Zone and Traffic Fee Program (fee program is being updated in conjunction with the Capital Improvement Program for the Tahoe Resort Districts). The current estimated fee is \$98,048, however, the actual fee paid will be that in effect at the time payment occurs. This fee is payable prior to the issuance of any Building Permit on any portion of the project.

Environmental Impacts	CEQA Level of Significance Prior to Mitigation	Mitigation Measures	CEQA Level of Significance with Mitigation
3.13 PUBLIC SERVICES Impact FP-1: Design of project may conflict with Fire Protection Services.	PS	Mitigation Measure FP-1: Fire protection facilities to be constructed including a new fire hydrant and adequate access. The plan was reviewed by Squaw Valley Fire Protection District for adequate circulation and facilities.	LTSM

LTS = Less than Significant; PS = Potentially Significant; LTSM = Less Than Significant with Mitigation; S = Significant